THE MARINE RECORD.

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LAUNCH OF THE DARIUS COLE.

At the appointed hour yesterday and in the presence of a large number of interested people the iron side wheel passenger steamer Darius Cole was launched at the Globe Shipyard. The launch was perfect and, as the boat settled to her lines in the water, she drew 4 feet 8 inches aft and 3 feet 3 inches forward. When her machinery and upper works are all on she will go down hard about one foot more, which will make her a very steady, easy going boat, and one which we do not hesitate to say will become quite a favorite with the traveling public, as she is now with her owner, Captain Darius Cole, who has been a pleased witness of the entire detail of her construction. It is said that she has been named in honor of Captain Cole's grandson, but as his is also the name borne by the grandfather it does not matter.

Eber Ward, Esq., of Detroit was present at the launch and was pleased to say that, having seen many boats in his time, (and everybody knows that Captain Ward is no spring chicken,) he was prepared to say that this one was perfect, and gave it as his opinion that she would be a queen among craft of her class on the lakes; that no finer proportions, or more graceful lines were ever seen in any vessel. There were many other experts present, all of whom commented favorably on the new craft. It can be seen at a glance that the skill of her builders have been applied in an especial degree to adapt her for the particular service in which she will be employed, a passenger steamer of good speed, say sixteen miles an hour, and stability and comfort that will make it a pleasure to be aboard of her.

The construction of her iron hull shows the care that has been bestowed by the builders, not an irregularity being found at any point. She is 212 feet over all, 200 feet keel on the water line, 32 feet beam, and 60 feet from guard to guard, and 10 feet moulded depth at the shoalest place. She will have three decks. The main deck is of iron from the fore side of the boiler to the after side of the engine, and the forecastle deck is 82 feet long and will be finished with staterooms and cabins sufficient to accommodate the business for which she will ply. The hurricane deck will also be of iron running to the after part of the steamer, leaving no chance for fire. In addition to her immunity from fire she has provisions against disaster by collision, etc., as her hull is crossed by five water tight bulkheads. The angles are all steel and the frames 3x3 inch steel spaced 18 inches centers.

The propelling machinery, which, like the boiler, is housed in iron from the lower hold to the main deck, and from the main deck to the skylight of the hurricane deck, consists of a low pressure beam engine, formerly on the Dunlap, having a cylinder 46½ inch bore with a stroke of ten feet. The walking beam is 22 feet long.

The boiler, which is 13 feet shell and 19 feet long, with a steam dome 12 feet high and 8 feet in diameter is of half-inch steel and allowed 74 lbs of steam, and is the largest on the lakes. In fact it is so large that the Globe Iron Works finished it outside of the boiler shop. The work of putting on the wheels and cabins will proceed with as much dispatch as necessary to complete her in three weeks. Her cost when completed will be about $80,000.

Her officers have not yet been appointed, although William McClure has been named as engineer. He has been busy about the machinery for some time.

The schooner S. J Tilden, ore laden, sprung aleak on last Friday, on Lake Michigan, while in tow of the Henry Chisholm, both bound down from Escanaba. Her pumps being unable to keep her free she was towed to Beaver harbor, where she sank in shallow water. Captain Bradley dispatched a wrecking outfit to her from this port.

AROUND THE LAKES.

CLEVELAND.

The wheat cargoes of the Polynesia and Siberia, from Duluth were short 90 and 112 bushels respectfully.

Eber Ward, Esq., of Detroit, was in the city yesterday and witnessed the launch of the passenger steamer Darius Cole.

The yacht Cora was in Globe drydock to have her bottom painted. The tug C. E. Bolton was in to have a leak stopped.

Mr. J. F. Pankhurst of the Globe Iron Works, his wife, and a party of friends, will enjoy a visit to Chicago and Escanaba on the propeller J. H. Devereux next week.

The propeller Nebraska has been inspected and is now ready for business. Robert F. Parsons has been appointed master. She will take coal to Duluth and bring down wheat.

The captains of the Greenhalgh tug line have all gone to work, with the advance in wages granted, and two of Messrs. Smith's captains have resumed by virtue of the same consideration.

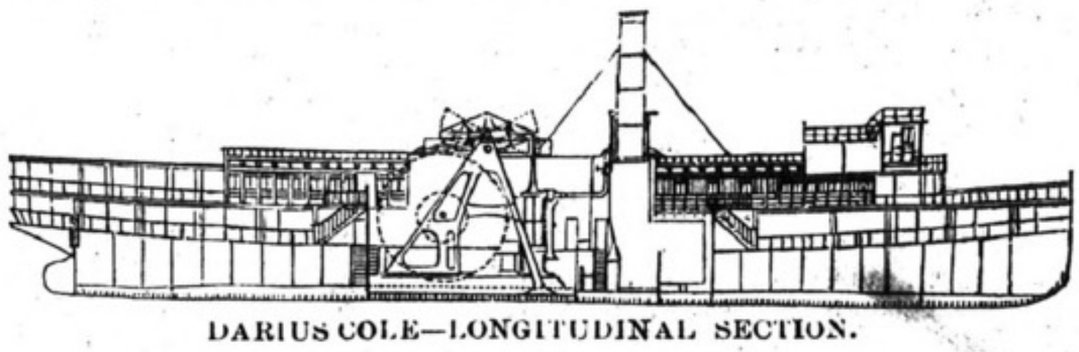
Mr. John Shephard, of this port, has gone to Ashtabula to make a beginning on the contract taken by Messrs. L. P. and J. A. Smith for improvements at that port. Mr. J. A. Smith, will have charge of the work.

The tug C. E. Bolton which was sunk alongside her dock in the river, was raised and the leak stopped at Globe Drydock on Tuesday. The cause of the trouble was a leak in the stern pipes and the wearing away of bolt holes.

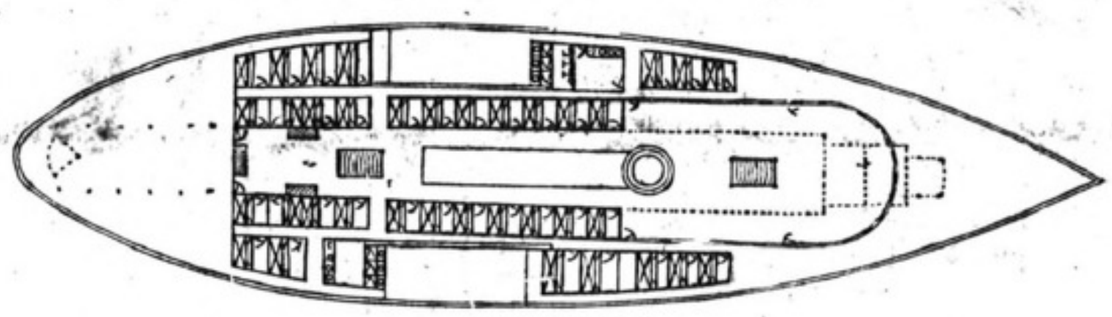
Judge Welker of the United States district court on Monday last rendered a decree by default for the libelants in the case of C. W. Andrews and others, partners as Andrews, Hitchcock & Co. of this city, against the tug Andrew J. Smith, for $280.12, and costs for coal furnished the tug July 19th 1883. The tug is owned by the Detroit Tug and Transportation Company.

It is said that lumber manufacturers are receiving large orders from Toledo, Buffalo and Tonawanda, and that they will commence shipping immediately. The tug Quayle has arrived with her tow, the Zach Chandler, Commodore, Peck and Wilcox, which brought down 2,300,000 feet, of lumber from Ontonagon for the Diamond Match Co. This is said to be the largest lumber tow that has ever passed through the Soo. Lumber is being turned out by two mills at Ontonagon at the rate of 400,000 feet per day. For up cargoes the Zack Chandler takes coal, Cleveland to Eagle Harbor, at 65 cents; the Wilcox coal, Toledo to Portage and the Commodore limestone, Kelley's Island to Portage. The Peck will go out of tow.

There is at present in the possession of the clerk of the United States district court, in this city about ninety dollars of unpaid witness fees due sailors and vessel men in old admiralty cases disposed of in that court. These fees can be obtained of the clerk by the persons to whom they belong upon their presenting to the clerk their certificate of attendance issued to them in the cases in which they were sworn and testified as witnesses. They are as follows: Frank W. Wright, James Kain, Charles Allen, George Thompson, John Semple, George Presley, James Bowen, Horace Nott, E. T. Grover, Warren Morris, W. J. Webb, John Cassidy, Peater Campbell, Wm. W. Radcliff, Thomas McDowell, James Cunnea, Mathew Allen, J. J. Cameron, Adolphus Knoll, Patrick Smith, Robert Greenhalgh, James Whalen, W. J. Bowen, Wm. Farragher, George Bedford, W. Humphrey, Wm. J. Miller, E. M. Becker, John W. Warner, Charles Davis, Luther Davis, Charles Weller.



DARIUS COLE—LONGITUDINAL SECTION.



DECK PLAN.

CHICAGO.

Special to the Marine Record.

The propeller Lehigh, of the Anchor line, Captain G. L. Hogg, arrived Monday evening from Buffalo, with some 2,000 tons of very valuable merchandise, said to be worth about $1,000,000.

The steambarge H. D. Coffinberry, Captain John Martin, laden with iron ore from Escanaba, arrived last Thursday night, in tow of the steambarge City of Cleveland. The Coffinberry broke down seven miles north of Twin Rivers Point, the Tuesday previous, and drifted around, headed to the eastward, until Wednesday afternoon about 4 p. m., when her distress whistle was heard by those on board the City of Cleveland, through the thick fog which was prevailing, and she was taken in tow and brought along to Chicago. When unloaded she was put in one of the Chicago Drydock Company's docks and received a new intermediate shaft which was supplied by the Excelsior Iron Works, who made quick and excellent work.

The barge Newcomb, the Coffinberry's tow, sailed to Chicago, arriving on Saturday morning.

More trouble was had with the union lumber shovers, Monday morning, at Stetson's slip, where the steambarge St. Joseph was being unloaded by the employes of T. W. Harvey, her owner. The union men attacked them with sticks and stones. Captain Connelly telephoned to the police for protection, and some police officers arrived about an hour later, and the loading was proceeded with by T. W. Harvey's men. This is the sixth time this season that the unloading of the St. Joseph has been interfered with by union men, and Captain Connelly finds his first season as commander of the St. Joseph very trying, as he can never leave her when unloading.

The barge Potomac, Captain Wex, formerly the propeller Potomac, made her first appearance at this port since she has been rebuilt and converted into a barge, this spring at the Union Drydock Company's, Buffalo, at a cost of $11,000. She carries about 1,500 tons, and is a very fine looking barge.

The propeller James Fisk, Jr., collided with the T. Y. Avery, Thursday night, while lying at a dock near Twelfth street. The schooner got her jibboom, bowsprit, sprit sail yard, fore topmast and head gear carried away.

At the Chicago drydock the propeller Roanoke was in for calking; the propeller Coffinberry for calking and other repairs; the tug H. Sill for repairs to her wheel; the schooner Nassau to have her bottom calked, the schooner T. Y. Avery received new bowsprit, and jibboom, sprit sail yard, and fore topmast; the schooner Goodman had her rudder repaired.

Business in lumber appears to improve. There was a large fleet on the lumber market Monday and Tuesday, and nearly all was sold and went off the market before night set in on Tuesday.

The propeller Pacific, Captain C. L. Wilson, arrived Thursday night, with coal from Buffalo, this being her first visit to Chicago in two years. She brought along the barge Potomac from Buffalo, and the schooner Voight and barge Dorcas Pendel from Cleveland, all coal laden. The Pacific, Potomac, and Pendel will go to Green Bay City and load lumber for Cleveland, and the Voight will go to Escanaba and load iron ore for Cleveland also.

At Miller Brothers drydock the schooner Reed Case was in for repairs to her bow; the tug Commodore to have a line taken out of her wheel; the tug Prindiville for a new stem; the yacht Wasp got a new topmast; the schooner Cascade a new jibboom and windlass; the tugs L. B. Johnson, G. W. Gardner, Rebel, propeller Blanchard and schooner Maggie Dall received some repairs.

The Phœnix yacht club regatta, held on the 11th, was a decided success for their first attempt.

The sidewheel excursion steamer Saginaw has been lying at the northwestern dock the past week. It is expected she will shortly be sold to satisfy claims against her. The White Star line of Detroit, her former owners, will probably buy her in.

WILLIAMS.

BAY CITY.

Special to the Marine Record.

The least work has been done on the river the past week than has ever been known before. A number of barges that were loading at the beginning of the strike had hard work to find men to finish, and those who were inclined to work were stopped by the strikers. The T. & S. T. Company's boats loaded almost entirely by their own crews and a few straggling men such as they could pick up. They got out Friday, having been nearly a week loading. On top of these troubles comes a break in freights to Buffalo, they being knocked down to $1.37½, the Mineral Rock and tow being placed at these figures.

On Saturday the placing of the steambarges White and Friant and tow, and the barge O. G. Hale, knocked Buffalo again, making the rate $1.25. Other freights in sympathy are quoted at $1.00 from this port, or $1.12½ from up town, with dockwollopers' wages at 40c. per hour. Freights at the present figures and few loads at that, leave no profit.

The following shipments are the dullest reported this season, probably on account of the strike: Lumber, 2,276,000 feet; shingles, 237,000; lath, 700,000; salt, 3,100 bbls.; staves, 150,000; timber, 200,000 cubic feet.

A tow is being made up for Chicago to take about 2,000,000 feet.

Captain Port Stewart, of Saginaw, who recently got a prize on the L. S. lottery, received a check on Saturday for the amount. Port says he would like to tug it once more, but all the trouble he ever had in his life had been with tugs and he thinks he can well afford to let them alone.

Any boats now loading are paying 40c. per hour or 21c. per thousand. But only a few are loading.

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MARITIME LAW.

DEMURRAGE—CUSTOMARY DISPATCH IN DISCHARGING KAINIT—DUTY TO HAVE LIGHTERS ALONGSIDE.

United States District Court, Southern District of New York.

Heller, Hirsch & Co. against the ship Carl, etc.—Heinrich Addicks et al. against 354 33,100 tons Crude Kainit—Hill, Wing & Shoudy and H. Putman for libelants; Wilcox, Adams & Macklin for claimants.

Brown, J.

The libelant claims two days demurrage for the detention of the ship Cleopatra during Saturday and Monday, January 12 and 14, 1884, in discharging some kainit, part of a cargo of the ship Cleopatra. The ship arrived in New York on the 7th day of January, loaded with petroleum barrels above and kainit (resembling salt) below. The ship was to go to two different wharves to discharge. The bills of lading required each consignee to give immediate notice (upon arrival of the ship) of the dock to which she should go in order to deliver for their respective portions of the cargo. The claimant, accordingly, whose cargo was at the bottom, on the 8th gave notice that the ship should go to Merchants' Stores. The evidence shows the custom of the port was for kainit to be discharged on lighters or in schooners alongside of the ship, except in rare cases where it is directed to be put on the dock to be stored. This usage has grown out of the commercial necessity arising from the fact that kainit is perishable cargo, needing protection from rain, snow and dampness and also because it is cheap for its bulk and weight, necessitating economy in handling. The correspondence of the parties shows that it was understood that the kainit in this case was to be discharged alongside into lighters, as customary. On Friday, the 11th, the claimant received notice from the captain and also from ship's agents that the ship was ready to discharge at Merchants' Stores, and they requested lighters at once. On going to the place of discharge, it was found that the ship had not arrived there. The next morning, the 12th, at a little before 9 o'clock, an agent of the claimants again went to Merchants' Stores and found that the ship had still not arrived. Two letters subsequently passed between the claimants and the ship's agents on the same day, the one complaining of false notices, and the other assuring the claimants that the ship was then actually at Merchants' Stores. On further inquiry, this was found to be the fact. She arrived there between 9 and 10 o'clock on Saturday, the 12th. No schooner was sent by the claimants alongside until Thursday morning, the 15th, when the discharge was immediately commenced and completed on the 18th, at 3 p. m. The libelants claim demurrage for two days, the 12th and the 14th. The claimants contend that the ship was discharged within a reasonable time and that no demurrage can be justly allowed. The time and mode of discharge not being provided for by the bill of lading, must be governed by the usages of the port, the agreement of the parties or the rule of reasonable diligence. The usage to deliver kainit into lighters or schooners alongside is in this case so clearly proved, except when specially directed otherwise for the purpose of storage, as to form one of the obligations of the ship that she could not disregard without justifiable cause. The mere absence of lighters at the moment the ship arrived at her dock furnishes, therefore, no warrant of an immediate discharge of the cargo upon the wharf. Her obligation to discharge according to the established usage of the port is an implied part of her contract. In such a case she cannot discharge upon the dock, therefore, except upon the refusal of the consignee to receive, or upon such unreasonable negligence as is tantamount to such a refusal, and if she does thus discharge upon the dock for such a cause, she does it under the general authority of the master and is bound to make provision for the safety of the cargo, and give due notice to the consignee. For any detention short of such justifiable cause she must look to the consignee and the cargo for damages in the nature of demurrage. In the case of the Carl the delay of a few hours getting a vessel alongside was no such delay as warranted the ship to begin to discharge on the dock and the extra expense caused thereby must be born by the ship. (The May E. Tabor, 1 Ben 105.)

2. The evidence is not sufficient to establish any definite custom or usage as between the ship and the lighters in respect to the amount of kainit that shall be discharged per day, or any fixed time for the unloading of such cargoes.

To require of the consignee more than this, would be to allow to the ship all the benefits of a contract for "quick dispatch" when the bill of lading contains no such provision. (Fish vs. 150 Tons Brown Stone, 20 Fed. Rep. 202, 203: One hundred and seventy five tons of coal, 9 Ben. 400, 402; Coombs vs. Nolan, 7 Ben. 301; Henley vs. Brooklyn, etc., 8 Ben. 471.) The only rule, therefore that can be applied is that of reasonable diligence. This obligation to use reasonable diligence applies equally to providing lights or schooners for the receipt of the cargo according to custom and to the rate of discharge after they are alongside. In receiving the cargo, there is little to be done on board the lighters or schooner, except to trim the cargo as received aboard, usually a very slight labor. The chief labor in such a mode of discharge is upon the discharging vessel, and the amount that may be discharged depends upon a variety of circumstances, such as the number of men and horses employed, whether the crew or stevedores are used and upon the condition of the cargo, whether loose or, as sometimes happens, so caked as to require to be dug out with a pick. Practically, therefore, the rate of discharge depends upon the discharging ship, and it would be an unreasonable rule that should limit the ship as to the amount that she might discharge per day without any inconvenience to the lighter or schooner alongside by any fixed number of tons. It is but reasonable diligence, however, on the part of the lighter in such cases to receive whatever the ship can offer.

The evidence before me in this and other cases show that with an ordinary complement of men and one horse, from 60 to 70 tons will usually be discharged per day; with more men and two horses from 100 to 150 tons, though the latter is very rarely reached. The rule adopted by the Maritime Exchange of 60 tons per day for cargoes of salt, iron and sulphur, represents an ordinary single team's work.

The ship may, therefore, rightfully demand of the lighter, while alongside, that she shall receive as fast as the ship can deliver, unless there be some special circumstances, such as ice, for instance, to interrupt the usual changes in the lighter's position, and such from the testimony of several witnesses, it would seem, has been the practice. I cannot sustain, therefore, the claimant's contention that any fixed number of tons per day shall be taken as an average by which to determine the question of reasonable diligence, as respects the whole period from the time the ship is ready to discharge.

In procuring lighters the consignee of part of a cargo is bound to reason diligence only. (Higgins vs. U. S. Mail, etc., Blatchford 282; Corpus vs. Nolan, 7 Ben. 301; Henley vs. Brooklyn, 8 do. 471, 14 Blatch. 522; Fumey vs. Grand Trunk, 14 Fed. 171. He is entitled to reasonable notice (which by the usual custom is 24 hours) of the time when the ship will be ready to discharge in order to make his arrangements to have a lighter or schooner alongside. After this he should have additional lighters on hand for the use of the discharging ship, without delay, unless the absence of lighters is further excused by reasonable cause. Since a considerable difference may exist in the rate of discharge, dependent entirely upon the ship's option, if additional lighters are required, it is clear that a slight delay in bringing a second lighter alongside, owing to a rapid discharge of the ship, cannot be deemed negligence in the consignee, unless timely notice is given and where inability to furnish lighters without delay is proved, notwithstanding the exercise of all reasonable diligence to obtain them the ship has no claim (Postlethwait vs. Freeland *supra*) in the absence of any specified lay-days, and where, as in this case, there is no custom fixing the rate of discharge. The notice was sufficient to enable the claimants to have a lighter or schooner alongside on Monday, the 14th, and the evidence does not show sufficient legal excuse for one not being sent there at that time. If the Fannie Brown, on which the libelants relied to take the kainit, was free on Saturday, the 12th, there is no sufficient reason why she should not at once have proceeded to take the Cleopatra's cargo, and if she was blocked up on Saturday, there was sufficient time for the claimants either to have got her clear or to have procured another schooner for Monday morning. In the case of Addicks, therefore, I hold the libelants entitled to one day's demurrage, for which a decree may be entered, with costs. In the case of Carl the libelant is entitled to $65, with interest and cost.

March 22, 1885.

John Benson, a ship carpenter at Miller Brother's shipyard, has begun suit against the Vessel Owners Towing Company, to recover $10,000 damages, which he alleges he sustained through the carelessness of some of the company's employes. One of the defendant's tugs was in drydock at Miller's yard and Benson was engaged in making some minor repairs upon her, performing his work on a scaffold, which was partly supported by the tug. Either through carelessness or not knowing the condition of the scaffold, Benson says, the crew of the tug cut it away and allowed him to drop into the drydock, a distance of about twenty feet. Several ribs were broken, his chest was seriously injured, and he sustained severe internal hurts. The suit will be contested.

THE OLD N. T. LINE.

To the Editor of the Marine Record:

The loss of the steambarge Buckeye, by fire while coming out of Georgian Bay on the 16th, recalls to mind the history of the line to which she belonged in days gone by. She was formerly one of the Northern Transportation group which was incorporated as far back as 1851 and numbered in the course of time 25 steamers plying between Ogdensburg and the upper lakes. They were notable for their excellent seagoing qualities, and instances were rare when they were compelled to seek a refuge from the storm while others of the larger class frequently retired to a point of safety. Fourteen of the Northern boats have passed out of time and with them 121 lives. The misfortunes which have happened them have been various, and are as follows:

1852. Propeller Vermont, burned at Grand River, C. W.; rebuilt.

1855. Propeller J. W. Brooks, exploded on Lake Erie, killing 3 persons.

1856. Propeller J. W. Brooks, foundered in Lake Ontario, with 22 lives.

1859. Propeller Lady of the Lakes, exploded on Lake Erie and sunk, 3 lives lost.

1862. Propeller Bay State, foundered in Lake Ontario, with 25 lives.

1863. Propeller Vermont, sunk by schooner Marquette in Lake Erie.

1864. Propeller Ogdensburg, sunk by schooner Snowbird in Lake Erie.

1867. Propeller Wisconsin, burned on Lake Ontario, 50 lives.

1871. Propeller Maine, exploded at Ogdensburgh, killing 4 persons.

1873. Propeller Young America, wrecked near Charlotte, Lake Ontario.

1874. Propeller Brooklyn, exploded on Detroit river, killing 14 persons.

1877. Propeller City of Boston, wrecked near Frankfort, Lake Michigan.

1879. Propeller City of Toledo, foundered off Ludington, Lake Michigan.

1880. Propeller Maine, burned at Point Edward; rebuilt.

1880. Propeller Cleveland, burned on Saginaw Bay; total loss.

1881. Propeller St. Albans, sunk by ice in Lake Michigan; crew saved.

1881. Propeller Granite State, wrecked at the Clay Banks, Lake Michigan.

1885. Propeller Buckeye, burned coming out of Georgian Bay.

There are yet in commission, either as steambarges or propellers the Garden City, Empire, City of Concord, Lowell, Oswegatchie, Nashua, Champlain, Maine, City of New York, Lawrence, Michigan, and Milwaukee. Of this number the Champlain, still classed as a propeller, plies on Lake Michigan, and also the Lawrence. The City of New York plies on some short route in Lake Superior. It is quite a history, and well worthy of record for future reference.

The propeller Cleveland, after the conflagration in Saginaw Bay, was towed to Bay City for her machinery and purchased by Captain L. Slyfield, of St. Clair, for $500 for the hull and $4,000 for the machinery, and rebuilt. She now classes A2, measures 149.29. tons and is valued at $18,000. She was originally built by Quayle & Martin in 1860, at which time she rated A1 and was valued at $25.000. Captain Slyfield and Mr. C. C. Burnett, of the Sturtevant Lumber Company owns her and she is still run to good advantage by Captain Slyfield.

The lake passenger business is increasing.

CAPTAIN CHARLES M. FELLOWS.

It is noteworthy that during the present season a large number of the pioneer navigators of the lakes have been called to cross the dark river. Among those who have passed away is Captain Charles M. Fellows, who was universally respected and honored as an upright, conscientious man and a good navigator. Captain Fellows, whose death was announced on the 14th of April, 1885 was born in Portland, Chatauqua County, N. Y., August 16, 1830, and at the age of 15 years he left home and walked to Buffalo, to make his mark in the world, two of his class mates accompanying him, Mr. James Jarvis and Captain Walter Cameron. He shipped immediately on a steamboat, the name of which we do not now call to mind where he remained one or two seasons, after which he went on various steamboats and vessels until 1850, when he shipped as wheelsman and was soon advanced to second and first mate, which offices he held until 1865, when he was appointed master of the passenger propeller Queen of the Lakes. He was afterward appointed to the command of the Thomas G. Scott and subsequently the Annie Young, each of which he sailed a season. He then sailed the Philadelphia a number seasons. He was in the Evans line, the parent of the present Anchor line, twenty-seven years, and was master of the Colorado when her boiler exploded. His last sailing was done on the China as mate with Captain McDougall. He was taken home from Chicago sick, his disease being bronchial consumption, on the 9th June, 1884, and never recoverd, although he was at times able to be around among the sailor men. He left a wife and six daughters when the noiseless gates of death swung upon their silent hinges. His father, John Fellows, is also still living, in Portland, N. Y., at the advanced age of 80 years.

Captain Fellows' funeral was largely attended by lake men and Masonic brothers, he being a member of DeMolay lodge F. & A. M., who testified their esteem by numerous and tasteful floral tributes. The handsome rosewood casket bore the inscription:

Our Brother.
Charles M. Fellows,
Died April 14, 1885,
Aged 54 years.

Captain Fellows was buried with Masonic honors. Past Master John H. Doyle delivered the impressive burial service of the order at the grave. The pall bearers, mostly members of DeMolay lodge, were Captains Fred L. Pope, Samuel Shannon, A. McDougall, James Todd, Charles McCrea and Alderman McMaster.

CANAL TOLLS.

The Hamilton, Ont., Times, in commenting on the abolition of canal tolls, by the Canadian government, says:

So long as we have a Parliament pledged to restrict imports, it is perfect folly to remove canal tolls to encourage exports. Suppose the abolition of tolls and the assumption by government of the cost of maintaining canals and harbors should so reduce the cost of exporting grain that the Montreal forwarders would have the handling of several million extra bushels, the increased export of grain would cause an increased import of cottons, hardware and other British goods. Our Parliament is pledged to prevent that, so up must go the customs duties to bar the British goods out of Canada. All the good Parliament may do by abolishing canal tolls it must undo by increasing customs duties. Why build up with one hand and tear down with the other?

There is an easier way to increase our export trade than to abolish canal tolls. Let us reduce our customs duties; that will increase our import trade, and the British merchants will insist upon getting Canadian wheat, beef, and cheese in payment for the goods they send us. Thus our export trade will be increased. When the Montreal merchants come out boldly and strongly in favor of low customs duties, we can believe they are in earnest in their desire to see the export trade of Canada increased.

It may be said that the canal tolls agitation bears upon the export grain trade from the Western States and not upon Canadian grain and other produce, and that the Canadian tariff does not affect this trade. The trade has been affected by the tariff. When grain and goods have to be bonded by one route, and can pass without any such restrictions by another route, the latter will be the favorite. Beside, it cannot be expected that Canadian farmers should consent to be taxed to make free canals for the farmers of the Western States, if they are not themselves to get any good from free canals. That would be to make farming more profitable to their competitors and less profitable to themselves—to pay their own charges and a part of their neighbors' charges. Cheap transportation is a boon to producer and consumer. Free canals are much to be desired, but only after free trade shall have been secured.

Captain Laframboise states that it is his intention, if he can obtain a suitable partner, to put the machinery of the Stranger into a barge for the lumber trade. The engine is sufficently powerful to drive a barge carrying 400,000 feet of lumber and towing two barges behind.

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Reduced rates in general at hotels, for carriage drives, for ponies into the mountains &c. &c. No grander or more health giving and profitable vacation can be planned. Now is the time to see this vast mountain region, with its most gorgeous and fascinating scenery, under the direction of an experienced guide and at greatly reduced cost over any independent method

A Grand Party! A Grand time for a vacation! A Grand Opportunity! Improve it.

Full information can be obtained of ticket agents.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 15 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†8 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 4 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliance necessary to safe speedy and comfortable travel,

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	**Arrive**	**Depart.**
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.4 p. m., §1.35 p m.

EUCLID AVENUE ACCOMMODATION.

Depart—*6 24 a. m, *9:10 a. m,. *5:05 p. m., §8 45 a. m., §12.15 p. m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of ticket desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

FOR SALE,

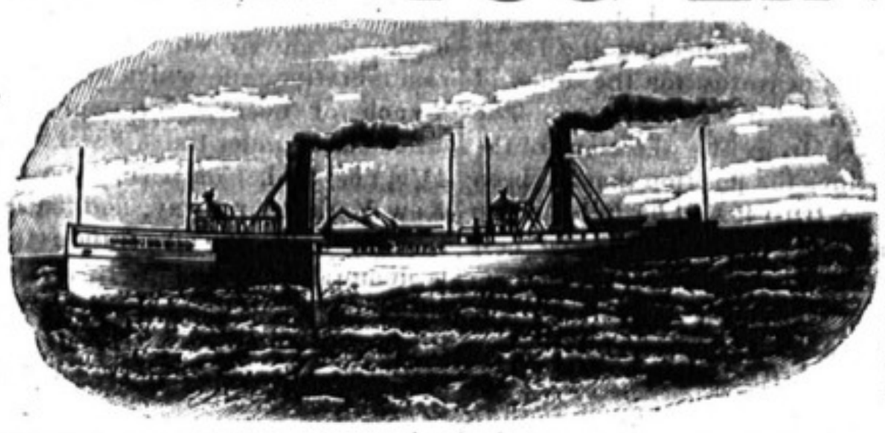
New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; 5/16 plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

MOFFAT TUG LINE.

TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

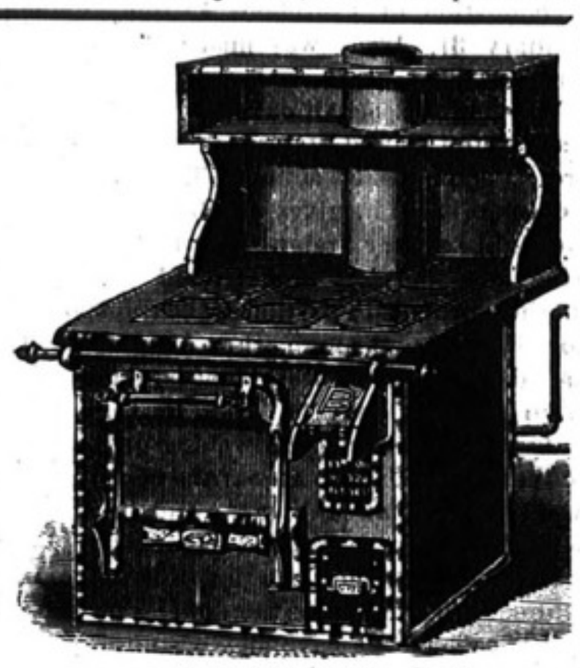
WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

JOHN CORNWALL, Supt., Port Huron, Mich.

A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

BORN'S WROUGHT STEEL RANGES FOR STEAMBOATS, Hotels & Restaurants.



Born's Wrought Steel Range. 9x24. has one oven 24x24, and 15½ inch high has 6 9-inch boiler holes; top cooking surface, 3 feet 4 inches, by 2 feet 7 inches.

No. 9x26 Wrought Steel Range has one oven 26x26 and 15½ high, has 6 9 inch boiler holes, top cooking surface 3 feet 10 inches by 3 feet.

No. 9x26 Range has 10 9 inch boiler holes Size of ovens 26x26 inches each. Top cooking surface 6 feet by 3 feet.

No. 9x18 double oven range has 8 9 inch holes. Size of ovens 18x26 inches each. Top cooking surface 5 feet by 3 feet

These are durable well made ranges, adapted to Vessels, Hotels and Restaurants SEND FOR PRICES F. & H. BORN, Cleveland, O.

COAL YOUR BOATS

IN DETROIT

AT

O. W. SHIPMAN'S

NEW DOCK.

Best dispatch! Best dock! Best coal! Bottom prices.

Massillon, Jackson Hill, Cambridge and Hocking Valley.

Dock---Adjoining S. F. Hodge's Iron Works.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, July 8, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 4, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
85,890	.....	St. s.	Gertrude,	26.23	13.12	Chicago, Ill.
85,891	K D C M	Sp.	George R. Skolfield,	1731.47	1644.90	Brunswick, Me.
100.384	.....	Sl.	Irishman,	8 64	8.21	Stonington, Conn.
76,585	.....	Sc.	Julia,	8.90	8.45	Cedar Keys, Fla.
140,774	.....	Sc.	Lizzie May,	43 04	41	Goldsboro, Me.
150 352	.....	Sl	Pioneer,	43.20	41.04	Chester, Pa.
116,054	.....	Sc.	Snow Flake,	6.98	6 63	New Nrleans, La.
			STEAM VESSELS.			
106,370	.....	St. p.	Annie,	34.61	17.46	New Orleans, La.
3.324	.....	St. s.	Belle.	37-54	18.76	Benton Harbor, Mich.
126.305	.....	St. s.	Claude S.	13.83	8.23	Massena, N. Y.
157,150	.....	St. p.	D. B. Burns,	22.58	22.58	Wheeling. W. Va.
76.584	.....	St. s.	James W. Boyle,	40.60	23.59	New York, N. Y.
14 440	.....	St. s.	Kate Spencer,	235.40	155 66	Ocwego, N. Y.
91,774	.....	St s.	Minnie K.,	26.82	13.41	Massena, N. Y.
110,678	.....	St s.	Roland,	124.18	91.80	Sandusky, O.
			UNRIG'D VESSELS.			
46.341	.....	Barge	Jay N. Bailey.	596.95	596 95	Buffalo. N. Y.

JARVIS PATTEN. Commissioner of Navigation.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new. For sale at GLOBE IRON WORKS

NEWSPAPER ADVERTISING

A book of 100 pages. The best book for an advertiser to consult, be he experienced or otherwise. It contains lists of newspapers and estimates of the cost of advertising. The advertiser who wants to spend one dollar, finds in it the information he requires, while for him who will invest one hundred thousand dollars in advertising, a scheme is indicated which will meet his every requirement, *or can be made to do so by slight changes easily arrived at by correspondence.* 149 editions have been issued. Sent, post-paid, to any address for 10 cents. Write to GEO. P. ROWELL & CO., NEWSPAPER ADVERTISING BUREAU, (10 Spruce St. Printing House Sq.), New York.

SEND FOR MARINE LAW.

Grummond's Mackinaw Line.

1885. Steamers of the above line 1885.

FLORA,	*ATLANTIC,*
W E. COMER, Master,	J. R. JONES, Master,
LEAVES DETROIT	LEAVES DETROIT
Every Tuesday, 9 p. m.	Every Saturd'y, 9 p m.

FOR MACKINAC, ST. IGNACE, CHEBOYGAN, Rogers City, Crawford's Quarry, Presque Isle, Alpena, Black River, Alcona, Harrisville, Oscoda, Sand Beach, Forestville, Forister, Sanilac, Lexington, Port Huron, St. Clair, and Marine City, connecting at Cheboygan with steamers for Petoskey and Charleyvoix; at Mackinac with steamers for Sault Ste Marie, Manistique, Escanaba and Green Bay.

For Toledo Steamer FLORA leaves Detroit every Sunday evening at 9 o'clock. Returning leaves Toledo Tuesday at 8 o'clock a. m.

For Cleveland, Lorain and Huron Steamer ATLANTIC leaves Detroit every Thursday morning at 9 o'clk. Returning, leaves Cleveland Friday at 8 p. m.

For rates of freight or passage apply on board the boats or to GEORGE CHAMBERLAIN, Agent. Dock foot of Superior street.

S. B. GRUMMOND, Owner.

VESSEL OWNERS AND AGENTS.

MOORE and BARTOW,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 15.
CLEVELAND, - OHIO.

D. M. BECKER & CO.,

Commercial Broker and Vessel Agent,

Vessels chartered, purchased and sold; contracts made for coarse and heavy freights.
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & Iron Ex. Build'g. Telephone No. 953. Cleveland, O.

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

I have an excellent gang of Trimmers this season, Captain Miller's old Crew.

Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

HENRY BROCK,

Vessel Agent.

ROOM 11, 130 WATER STREET,
CLEVELAND, OHIO.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST., Cleveland, Ohio.

TELEPHONE {Office, No. 338. Residence, No. 1328.

L. S. SULLIVAN,

Vessel Agent and Commercial Broker--Special Attention Given to Coarse Freight.

VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS.

Office, 74 Water-st., Toledo, O.

Telephone, No. 129.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,

Fire and Marine Insurance Agents and Vessel Brokers.

Telephone, No. 18.

Office, 130 South Water-St., Cleveland, O.

PROCTORS IN ADMIRALTY.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan stree Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 16.

THE JULY CIRCULAR.

As was surmised in these columns last week, Secretary Manning's circular of July 2d created much uneasiness in commercial circles, and much unfavorable comment was made upon it. Many communications were addressed to the Secretary by collectors of customs, asking advice, as to the sense in which it should be considered. In reply, the Secretary has deemed it advisable to reverse the order and make it apply to another article of the treaty of Washington, although it will remain in substance as we defined it last week, viz: "That the only change in the Welland canal traffic will be an increased cost of 90 cents on each shipment, which includes customs house blanks." Following is the direction sent out to customs officers:

"The circular of July 2d, does not impose duty on domestic products shipped from one American port to another by routes part rail and part water, through the dominion of Canada. Entry is required and upon presentation of proper proof, merchandise may be passed free, under article 649, Tariff Index. Shipments by all rail routes to be treated as heretofore.

C. G. FAIRCHILD, Assisant Secretary."

This order also will stand explanation. The hope was entertained that the circular of July 2d, if it were allowed to prevail, would result in increased business to our carriers, but it seems that influence, powerful to change, has intervened, and that Canadian railways will continue to do a profitable business in transporting American merchandise to the eastern ports. That is, the Treasury Department has, after withdrawing the treaty of Washington, fallen back of the principles of the old navigation laws, which really forbid foreign ships engaging in coastwise trade, but at the same time admit that the rule may be evaded by going through the form of export and import entry. The ship master has only to take out a paper at an American port, showing that his cargo is domestic, and after presenting this manifest at an American port after passing through Canada by rail the goods are entitled to free entry again into the United States. The entry fee of 50 cents is about the only increased cost.

LAKE CARRIERS' ASSOCIATION.

Immediately in the wake of the organization of the Lake Carriers' Association at Buffalo, the ostensible purpose of which is to direct congressional measures for the benefit of lake carriers, comes a movement for the formation of a like association at Chicago relating to the control of freight rates. We are of the opinion that if all the local associations of vessel men on the lakes will unite under a common head and sturdily persist in the object for which they have been organized, the enhancement of their property as lake carriers, much good will result but if they are divided in their efforts and the means to be adopted to accomplish that end they must expect to be defeated at every turn of legislation and reap anything but success or profit. As has been stated in the RECORD, vessel men as a general thing should not hesitate to join hands with it. Under the purposes set forth in their circular and constitution, which appear in another column of this issue, there is no reason to think that the experience of the old Lake Navigation Company will be repeated the history of which is not yet dead. The object of the new association, as defined by its constitution is for the purpose of influencing congressional legislation, to show before congress the importance of the lake traffic to the country, to advance the improvements of all the waterways connecting the lakes, and to advance measures for the relief of our present distressed lake business. The following letter from the secretary of the association defines the position that has been adopted and we trust it will be followed up with vigor and persistence until the best results are attained.

To the Editor of the Marine Record.

BUFFALO, N. Y. July 11, 1885.

Inclosed is a copy of the letter sent yesterday to President Cleveland, upon advices which we had received to the effect that Canadian carriers are working for an extension of article 30 of the treaty of Washington. It is in just such matters as this that the association can be of value.

FRANCIS ALMY, Secretary.

[Copy.]

BUFFALO N. Y., July 10, 1885.

Hon. Grover Cleveland, President, Washington, D. C.

Dear Sir: We understand that an effort is being made toward the extension of article 30 of the treaty of Washington, which by proclamation of President Arthur, dated January 31, 1885, was made to terminate July 1, 1885.

We beg, on behalf of the lake carrying trade of the United States, to enter a formal protest against such action. This article, as we understand it, gives to British subjects the right to carry freight in British vessels from one port of the United States to another, provided a portion of the transportation is made through the Dominion of Canada by land carriers that is, American grain or flour may be take in Canadian bottoms from Chicago, Milwaukee or Duluth, delivered in Canada at Sarnia or Collingwood to Canadian railways, and be transported by them to Buffalo, Ogdensburg, or other point of re-entry into this country, to be thence carried to destination. The competition which we have met with under the article from Canadian vessels has been serious and we think that we should be protected from it as far as the interests of the public will permit. We ask that the provisions of this article be not extended without opportunity for full investigation and hearing.

S. D. CALDWELL, President,
FRANCIS ALMY, Secretary.

THE TOWING QUESTION.

CLEVELAND, July 9.

To the Editor of the Marine Record:

An article headed the towing question appeared in your issue of the 2d inst., commenting on an article which is going the round in the daily papers. It seems the author of this answer fails to see the point whereby the shipping interest would derive any benefit from the proposed reduction, especially the sailing crafts, and that shippers would hold the freights of grain for the steam crafts, etc. Now we would ask in the first place, is the writer of this article aware that in a great many instances the shipper would prefer that the grain would be delayed in transit for this reason: Suppose A, in Chicago, sells to B, in New York, say, 300,000 bushels of grain, delivered first half in August. A buys this grain in Chicago with limit of five days storage, after which comes ½c. for the next ten days. A cannot ship this grain out by railway to New York for it will arrive too soon and necessitate his paying storage in that city. Neither could he send through steamer on through rate, for that would also get it through too soon; but let the grain be shipped by sail and then by canal. A then is using the sail vessel and canal boats for store houses free. Well, the gentleman of the article in question will say A is losing the use of his money all this time. Not so, for he can use the bill of lading to draw on the moment it is signed by the captain. We do not hold that this is always the case about this mode of transportation, for we are well aware that some grain is sold which requires quick transit; but we would like to impress this fact upon the mind of our friends that if vessel men would not tow with the steambarges it would force steambarges, in a great measure, to advance their rates in order to pay their expenses if they had not the assistance of this money earned by towing. Every one knows full well that if vessels and railroads would stop for thirty days and carry nothing, such a reaction would take place as would astonish every one, and would enable the carriers to maintain a remunerative rate the balance of the season. Now, is it not a well known fact that the entire fleet of the lakes is employed? If this be true why would not any measure that would tend to lessen the capacity also tend to raise freights? We would ask if this mode of shorter towing would not lessen the carrying capacity to the extent that would cause the demand to be greater than the supply? There is a certain amount of ore, lumber, and other coarse freight to move, and grain as well. If this has to be moved why should it not pay a remunerative rate, which would make every branch of business prosperous? On the other hand, under the late starvation rate of 4¼c. per bushel on corn, from Chicago to New York, by railway, and corresponding rates by water, the effect upon the country is demoralizing, and there is no business which does not suffer in consequence. Anything that would tend to lessen the capacity would be a benefit to the whole business of the country.

It is claimed also that tugs are making money out of this. We have no reason to doubt it, at the exorbitant rates of towing, provided they can keep employed, and it makes us feel sad to know they are, for we know very well some poor vessel owner must lose what they claim to make, as vessels are not making anything. If tugs did not make so much vessel owners would make something, and that ought to, in itself, convince vessel men and tug men that the system is wrong. If there were such a volume of trade that the carrying capacity could not accommodate, rates would be better, and this system would do; but under such a depression it seems to us to make slower time, and a little more money would be better and not spend all you make for the purpose of going fast. It is on the same principle of a steam craft, making ordinarily ten miles an hour on a reasonable amount of fuel, but crowd her a mile or two miles an hour faster and you will consume a good deal more coal than the difference in time is worth. So it is with this system of towing. The expense is more than it is worth, and it seems to us it is worth the trial of coming back to the old system of shorter towing at a reduced rate. D.

The N. Y., C. & St. L. R. R. will run one of their popular, cheap excursions to Niagara on Saturday morning, July 18, giving their patrons an opportunity of seeing the Falls for the first time, free of charge. The fare lower than the lowest. Tickets good returning on special train the same day, leaving the Falls at 8:00 p. m.; Buffalo, 9:00 p. m.; also from Buffalo 9:40 a. m., Monday, July 20. For time of train and rates see small bill's or address any agent of this railway.

Abstract of bids for metal work for Port Sanilac lighthouse, Michigan, received until 2 o'clock p. m., of Wednesday, July 15, in accordance with advertisement dated June 29, 1885, and opened immediately thereafter, is as follows: The Colwell Iron Works, New York City, $1,870; the Snead & Co. Iron Works, Louisville, Ky., $1,100; I. P. Morris Co., Philadelphia, Pa., $2,100; the West Point Foundry Association, Cold Springs, N. Y., $1,725; the H. A. Ramsay Engineering Works, Baltimore, Md., $1,995; the Russel Wheel & Foundry C., Detroit, Mich., $1,690; the Builders Iron Foundry, Providence, R. I., $1,495.

The new steamship A. Folsom, belonging to Mitchell & Boutell, has received her finishing touches and is certainly a beautiful craft, a credit to her owners and the builder.

[*Continued from 1st Page.*]

TOLEDO.

Special to the Marine Record.

The propeller Ogemaw with consorts Louis O'Neil, City of the Straits, E. C. Roberts and Wm. Bruhn left here last night all loaded with coal for Milwaukee at 60c.

The propeller Cormorant and Ohio are at Columbus Dock loading coal for Duluth.

The tug J. W. Bennett, arrived last night from Sandusky, with barge May Richards in tow to load coal for Chicago.

The propeller Nashua has abandoned her upper lake route and returned to the Toledo and Ogdensburg route.

The barge Brooklyn is at the Columbus dock loading coal for Port Huron 25c.

The schooner Jessie Scarth is at Chesebrough lock loading timber for Garden Island.

The schooner Reed Case is reported to have left Chicago, loaded with wheat for Toledo.

Captain James Hardy has sold his ¼ interest in tug J. A. Crawford to his brother George Hardy. Consideration private.

The steamer Sappho of Detroit has been here for the past week running excursions.

It is reported that the straight channel work is expected to commence shortly and the $25,000 that has been donated will be used up.

Grain freight, nothing doing; 1½c to Buffalo, 1¼c Cleveland, is the rate when there is anything to go. Coal freights are steady at 60c to Lake Michigan ports; offerings light. J.

DETROIT.

Special to the Marine Record.

July 14.—"I have been lying with my vessel at this port for the past fifteen days, waiting for a load," said a captain on Saturday, "and if things don't brighten up soon I shall go to hoeing potatoes, or join the Salvation army, either of which, in my estimation, is better than sailing these times." "Well, captain, you have been wrestling with the hard times for a while past, try wrestling with some man on shore for the door money; won't that pay better? 'There's millions in it;'" but he thought otherwise, and is still waiting for something to turn up.

Charters at this port continue the same as last quoted, and they are few and wide apart. The stringency of the times seems to bear heavily on the pleasure travel, and there is a considerable falling off from last season, not only on the water, but on railroads.

Captain Henry North, of the steamer Waldo Avery, was fined $10 and costs by Judge Brown, in the United States district court, this city, the other day, for assaulting the engineer while on Saginaw Bay. The Court informed Captain North that, while under certain contingencies, he would be justified in using force, it would not apply in this case.

The tug Kate Williams, of Murphy Bros.' line, is having her machinery adjusted at this port, consisting of a new piston rod and cylinder head.

A coal station has just been established at Lime island, in the Sault St Marie river, by a Detroit Company, which will be an accommodation to steamers passing that way.

As stated in my last the steambarge Morley still lies at the Detroit Drydock Company's wharf.

The Detroit Drydock Company held their annual meeting a few days since when the old officers were re-elected, consisting of John Owen, J. S. Dowling, Frank E. Kirby, E. M. Peck and Alex. McVittie. John Owen continues as president, and Mr. McVittie secretary and treasurer.

Hugh Rounds, mate of the steamer Alaska, which plies between Detroit and Sandusky, died at his residence in this city, on the 8th inst. Mr. Rounds, a few days previous, while at Put-in-Bay, jumped into the lake to rescue a man from drowning. A severe cold followed which settled on his lungs, resulting in his death. He was well and favorably known, having sailed out of this port for several years, and on numerous occasions risked his life to save others. He left his family in straitened circumstances, and efforts have been made to relieve them, for the time being, at any rate.

Up to the present date it is stated, there are no less that six libels filed against the steamer Saginaw, while others are to follow. The parties at present in possession and claiming ownership, endeavored to compromise on a basis of 75 per cent. which could not be effected. It is now thought she will probably be sold, to wipe away all difficulties and a clear title given to the purchaser. She still remains at Chicago in durance vile and is not allowed to carry excursionists for the time being.

Mr. Hall, a lumber merchant, narrowly escaped a watery grave a few nights since, at this port, while attempting to board the tug Hercules, at the foot of Woodward avenue. Dazzled by an electric light, he made a misstep and landed in the river. The engineer rescued him and hauled him on board the tug.

The tug Champion, of Grummond's line, has had her machinery placed in good running order.

The tug Balize, of Murphy Brothers' line, passed down with a large raft in cribs for Tonawanda.

Lying up for the time being is becoming quite prevalent of late at this port, and from one extreme to the other may be seen numerous steam and sail craft, in ordinary. The steambarge Christie and consorts at this port, and the steambarge Ada Allen and tug Bob Hackett at Windsor, were the last to take the benefit of the act. Added to other grievances the marshal not unfrequently has to pounce upon some unfortunate craft with a libel for debt, the latest of these being the schooners Mary, $35 for seamen's wages, and the N. P. Goodell, $57.20 for a tow bill.

The propeller Mary was taken into the Detroit drydock Friday, to have her wheel tightened.

The tug Oswego, of Grummond's line, passed down on Friday with the barge Plymouth, recently rebuilt at Algonac.

Mr. Geo. L. Colwell, the well known lumberman and vessel owner, has removed his residence from Harrisville, on Saginaw Bay, to this city, and has since enrolled his fleet at this port.

The schooner Mary, after leaving this port on Friday, stranded on Mama Juda island, Detroit river, and was released by the tug Oneida. This is said to be the third time this season she has found that place.

The enrollment in the district of Detroit, for the fiscal year ending June 30, was 302 craft of every description, aggregating 93,718.70 gross tons and a net of 79,947.38 tons.

The propeller Osceola, of Ward's Lake Superior line, is en route to this port with a full cargo of copper from Lake Superior for the Detroit furnace.

E. B. Howell succeeds Ed Bentif as traveling agent for the Detroit & Cleveland Steam Navigation Company, eastern district.

The shipment of timber from this port to Kingston, by Canadian vessels exclusively, has been reasonably fair thus far this season.

The schooners J. G. Worts and Pride of America are at present loading.

The steambarge Jos. E. Potts has been inspected, both in hull and boilers, at this port.

The steambarge D. C. Whitney was released from Bar Point, on Friday, where she had stranded, by the tug John Martin. She sustained no damage so far as is known.

The tug James Reid, which has been undergoing an overhauling at the Detroit drydock, has gone to Marquette.

The tug Mocking Bird, of Moffat's line, released the propeller W. J. Averell from where she had stranded at the St. Clair flats on Friday. She was lightered of a portion of her cargo of coal.

The propeller Toledo took from here a steam pump on Friday, for Beaver harbor, to raise the schooner S. J. Tilden, sunk there a few days since.

The schooner Mystic Star, in tow of the steambarge Monteagle, coal laden, came in collision with the barge Polynesia, wheat laden, in tow of the propeller Siberia, on Lake St. Clair, Friday, both vessels sustaining considerable damage, chiefly in the bows, though causing no immediate delay.

Coal cargoes arrive at this port, averaging about one per day, and receive good despatch in unloading, which is quite different from former seasons.

The propeller Empire State, of the Lake Superior line, arrived here yesterday, en route westward from Buffalo, minus some of her officers, viz: her first and second mates, two lookouts, and one wheelsman, who had been arrested at Buffalo for broaching cargo on a recent visit to Duluth. The plundered goods were wearing apparel, shirts, drawers, etc., some of which were found in their possession. John Taylor lit out and escaped arrest. Mr. Frank Gebhart now officiates as first officer.

The steamer Geo. L. Colwell, barges D. P. Dobbins, Fanny Nell, and Bay City have all been enrolled in this district within the past few days, aggregating 1205 net tonnage.

It is anticipated that the new steamer Tioga, on her first downward trip from Chicago, will show off fast time that will take the cake over any that has yet been made through the lakes and will entitle her to the broom.

Judge Brown, in the United States district court, yesterday, disposed of a case of considerable interest which has been in abeyance for some time past. On December 7, 1881, the tug Winslow, owned by Captain S. B. Grummond, towed the schooners H. P. Baldwin and Cossack to Cleveland harbor, where the tug sounded her whistle for the harbor tug. No tug came. Meanwhile a storm came up and drove the vessels ashore upon the rocks. The owners of one of the vessels libeled the Winslow for the loss, but the claim was dismissed by Judge Brown, and yesterday the last claim, which was that of John H. Christie, the owner of the Baldwin, came up for $335 for personal effects lost, which was withdrawn and an order was entered that the Winslow was not at fault.

J. S. Dunham, the well known tug owner at Chicago, was in this city Monday.

A new wheel was dispatched yesterday to Toledo for the steamer Mascotte.

On Thursday at noon the schooner Mary Battle, brought recently from Lake Superior in a wrecked condition, will be sold by the United States marshal.

The steamer Hattie has gone into Detroit drydock for repairs.

There are frequent arrivals of vessels at this port whose original owners have long since passed out of time, and the vessels themselves bear little resemblance to their former appearance. Far gone in decay they are fit only to be sent to Lake Michigan, where a new lease of life is given them.

A tug meeting was held on Monday at the office of S. B. Grummond, this city, to consider the matter of a reduction of towing rates. There were present A. N. Moffat, E. G. Merrick, A. Cheesebrough, S. A. Murphy, of Detroit, and Henry Howard, of Port Huron. After a brief discussion the proposed reduction was not acted upon, owing to the absence of Captain Grummond, who is at Mackinaw, and John Pridgeon, who is at the seaside for restoration of health. The opinion prevailed, however, that something should be done so as to place the tugs in a position to compete with steambarges which are now doing three-fourths of the business. The rates for towing long distances, it was thought, should be maintained, and for shorter routes a reduction of 40 per cent. was deemed advisable. Another meeting is to be held on Monday next, when more definite conclusions will be arrived at. Meanwhile vessel owners hereabout are well pleased with the outlook thus far taken.

The propeller W. A. Haskell, corn laden from Chicago, arrived here yesterday in a disabled condition, a large break in the starboard side of her high pressure cylinder being the cause. Her repairs are going on at the Detroit drydock.

A telegram last evening announced the safe arrival of the tug Winslow at Bay City with a raft from Lake Superior, containing 3,000,000 feet.

John Quinn, of this city, the well known submarine diver, who has been to the schooner Willie Kellar, sunk at Port Colborne, is of the opinion she cannot be raised, and that two steam pumps are insufficient to accomplish that purpose. Her cargo of coal will all be taken out.

Ex Congressman Houseman, of Grand Rapids, has been commissioned by Secretary Manning to present two gold and one silver medal to Daniel F. Miller, P. H. Daily, and David Miller, for bravery in rescuing the crew of the H. C. Ackley, in November, 1883. The gold medals contain $48 worth of metal each.

The propeller Wissahickon, which grounded in the middle ground near Port Edward Saturday, is still hard on. Sunday the tugs Kittie Haight, Wales, Porter, and Mocking Bird were at work on her, but all efforts to release her were unavailing. At 5 o'clock Sunday morning the Wales was discharged, and the Moffat tug line entered into a contract with the owners of the Wissahickon to release her. All day Monday the tugs Kittie Haight, Porter, Mocking Bird, Frank Moffat, and the ferry steamer Essex, used as a lighter, worked at her and on Tuesday released her and took her to Port Huron.

HALL.

CLAYTON.

Special to the Marine Record.

Captain L. A. Holt paid his Clayton friends a visit last week.

The excursion business is ripe. The steamers Ontario, Hero, and Maud had large excursions on Friday.

The members of the American Canoe Association will arrive here on the 18th, and will go into camp for two weeks at Delany's Point on Ell Bay. Races and other sports will be the order of the day.

The steamer St. Lawrence makes an extra trip on Sundays among the islands.

Hanlon and Lee like our river to row upon. They remained here for a number of days, and were out two or three times a day for a spin. Steps are now being taken to arrange one of the Hanlon-Teemer races at Clayton.

The steamer Magic will commence her regular trips between Clayton, Round Island park and Thousand Islands park on Monday. The Jessie Bain connects with the Magic for Alexandria Bay.

The new steam yacht, built at Ogdensburg for Dr. C. H. Brownlow, was launched on Wednesday afternoon. As she gracefully entered the water one of the ladies stepped forward and, breaking a bottle of wine over her stem, named her the "Nirvania." She was built by Wood Brothers.

Mr. Daniel Farrel, engineer on the steam yacht Siesta, was called home by the severe illness of his father.

The regatta at Kingston will be held on August 7th, and $700 will be given in prizes.

The funeral service of General Delos B. Sackett, of Washington, D. C., took place at Cape Vincent last Wednesday afternoon.

The admirers of the steam yacht Jessie Bain, not content with the race on the 4th, have, or will challenge the yacht Jessie N., of Alexandria Bay, for $500 a side. We learn that the challenge was sent last Thursday. If the race comes off it will be a hot one.

We are sorry to read in the RECORD that our favorite, the Island Belle, came near coming to grief by fire. B.

CHARLEVOIX.

The lighthouse supply steamer Warrington came in on the 10th with all the material for a pier light for Charlevoix harbor, and a force of mechanics are now building it. It will be located on the north pier.

EAST SAGINAW.

Special to the Marine Record.

The past week has been a daisy for everybody in this section of the country. Strikes in the mills, strikes in the salt blocks, cooper shops, and the striking dock wollopers have made it very interesting for all. On closing my letter last week it looked as though everything would be peaceably settled, but such was not the case. Far from it. On Thursday morning about 1,500 men and boys, accompanied by a brass band, came up the river from Bay City on the barges Transport and General Burnside, and were joined at this city by about 2,000 more. Headed by our representative Barry, the working men's candidate, and two bands, they started out on a visit to the various saw mills to close them up. The procession was nearly a mile long, many of the men carrying banners, reading, 10 hours a day's work, 10 hours or no salt, 10 hours or no sawdust, down with capital, 40c. an hour and no more jobbing, etc. On Saturday they visited the mill of Warner & Eastman, who had already shut down their mill, and were only keeping up steam for the salt block. The firemen were told to bring out the hose and put the fires out. Not complying at once with the request they were knocked down with clubs, and one, Charles Davis, colored, was got in shape to hang and probably would had it not been for the timely interference of their leader, Barry. Not a single mill on the Saginaw river is running to-day (Tuesday) and there is no telling where the trouble will end. A number are in favor of working 10 hours for 11 hours' pay, but the strikers will not allow one to start without they all agree to work 10 hours only. A large meeting of dockwollopers was held at Knights of Labor hall on Sunday, and it was resolved to work for no more jobbers, but to appoint a leader, under whose direction gangs of men will engage to load vessels at 40c. per hour. Should the demand for 40c. be persisted in it can only result in the tying up of boats and more idle men on the streets. It is folly for dockwollopers to insist upon an increase of wages at the present status of freight rates.

The propeller Abercorn loaded at Wright's mill this week for Oswego.

The tug Laketon, Captain John Pringle, has gone to Kingston and Oswego with the schooners Fostoria and Maggie McRea.

The schooner Golden Harvest, owned by Messrs. Hobson and Captain Wm. Ables, of this city, is having her spars removed at Hobson's derrick prior to being thoroughly rebuilt at Whittaur's drydock, Bay City.

Captain Carson Glass, of the schooner Senator Blood, is improving the dull times by putting in a new rudder post in his craft and making other slight repairs which makes the Blood look A1.*

Captain Charles Ford, of the barge Wm. Vannetta, is putting in an entire new ceiling in his boat, which is a great improvement.

There is considerable talk among the managers of some of the big lines, of laying up their boats for thirty days unless things change for the better before long. This is the same old story. It has been talked over time and time again, but somebody is always behind and the result is that the boats keep pegging along all the same. But just how they can stand it very long at the present state of affairs is one of those things that "no fellow can find out."

Seventy-five Pinkerton detectives in uniform, arrived in this city Monday morning, from Chicago, armed to the teeth. They were looked upon with awe by the immense crowds of men in the streets; but everything is orderly so far. They are here in the interest of the mill owners, and citizens, and to protect property only. SHAW.

FRANKFORT.

Special to the Marine Record.

The small schooner Jane Anderson of Escanaba was in port last week, buying potatoes, etc. She was built for a yacht, at Cleveland, in 1878, and measures 16 tons.

Twenty-eight craft were in sight at 6 o'clock Friday evening on Lake Michigan, off Frankfort, resembling a regatta.

The scow Contest of Kenosha, took on board a cargo of bark and returned to Wisconsin. She is an old fashioned tub, modeled after Noah's Ark, was built in 1863 at Holland, Michigan; is of 96 tons burden; and old enough to vote. B

OSWEGO.

The schooner British Queen lost her rudder off Putneyville but recovered it and hauled it alongside and managed to make her way to this port when she set a signal and was towed in by the tug Cummings. The schooner will go on the drydock. She should put on one of Captain C. F. Richardsons rudder holders.

BUFFALO.

Special to the Marine Record

The propeller W. L. Frost arrived here on the 10th inst. with 100 cattle from Superior City, consigned to England. They went on to New Yorkvia the Lackawanna railroad. This is a portion of a consignment of 1500 head. The cattle were all in good condition, which will evidence the fact that this mode of transportation is superior to the railroad and will probably induce a large business in the shipment of cattle by lake for the English market.

An account of the condemnation of the premises heretofore occupied by the Lackawanna railroad the Union Steamboat Co. has leased buildings on the corner of Main and Dayton streets near the tugoffices. The company has now a dock at Hatch slip and Buffalo river 450 feet front and 130 feet deep.

The insurance companies have decided to rebuild the propeller Morley, and when finished tender her to the Wabash road in settlement of the loss, but it is thought that the company will not receive her.

The Nebraska has been valued by the underwriters at $60,000.

The question of enlarging the Erie canal is still uppermost in the minds of our people and at a meeting of the business men on the 9th the following action was taken:

WHEREAS, The members of the Buffalo Merchants' Exchange are deeply interested in the commerce of the United States and especially of this state, and in all well considered measures tending to develop the business of canals; therefore, be it

Resolved, That the suggestion of the New York Board of Trade and Transportation advocating a meeting in August of the friends of canals of this state at Utica, N. Y. for the purpose of forming an organization to be known as a "union for the improvement of the canals of the state of New York" meets with our hearty approval and will be cordially supported by the exchange.

The Anchor Line schooner Annie Sherwood received a thorough recalking and repairs at the Union dock.

The sidewheeler Keweenaw, Captain Sloan is doing a good freight and passenger business between this port and Green Bay.

Last week grain receipts by lake amounted to 1,661,880 bushels and flour to 71,620 barrels. Canal shipments footed up 1,002,750 bushels grain. Lake shipments of coal for the week were 62,150 tons, of which about twenty cargoes cleared in lumber vessels from Tonawanda. The total coal shipments for this season are 528,200 tons.

The propeller Toledo, of Ward's Green Bay line received a new stem and had her bottom calked at the Union dock.

The schooner Honora Carr, formerly the Maple Leaf, wrecked in the fall of 1883, has been thoroughly repaired and is now in good shape for business.

But little wheat is moving eastward and the running elevators are full.

The schooner Helvetia, which made a round trip, Duluth and Buffalo, with only fore and mizzen masts, was towed to Mills yard and had her mainmast put in, which had been fished in the meantime.

The insurance companies have closed a contract with Captain D. W. Carter, of Port Colbourne, for raising the schooner Willie Keller, sunk at Port Colborne with coal. Captain Carter agrees to deliver the Keller in Buffalo or receive nothing for his work. If he raises her with pumps he is to receive $1,500, but if he has to raise her with screws the amount is to be $2,000. The Keller has about six feet of water over her. As she sank in still water while tied up she can not be greatly injured, though efforts of the past week have failed to float her.

The propeller Fred Mercur will take up besides her cargo a deck load of some 250 tons of coke, which will be laid down at Duluth as a venture. It is possible that this new move may be the opening of a good trade in coke to the upper lakes.

Captain Dickson, of the propeller Oceanica, reports that on Sunday he saw the propeller Wisshickon aground at Port Edward, near Port Huron. I.

THE Maritime Reporter, New York, published by the Journal Publishing Company, E. L. Bradley, editor and manager, comes to us this week, greatly enlarged and improved in every respect. Its advertising columns give evidence that it is liberally supported, and as it is a "real good newspaper," is worthy of the patronage of all in the interest.

ADVERTISEMENT.

PROPOSALS FOR HARBOR IMPROVEMENT.

U. S. ENGINEER OFFICE,
OSWEGO, N. Y., June 28, 1885.

Sealed proposals in triplicate will be received at this office until 11 o'clock a. m. on the 30th day of July, 1885, for the repair of the Buffalo breakwater.

Specifications, blank forms and instructions to bidders may be had on application to this office or to the U. S. Engineer office at Buffalo, N. Y.

EDWARD MAGUIRE,
Captain of Engineers, U. S. A.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXV.

The terrific storm of November, 1838, was more severe and disastrous in its effects to the lake shipping than was ever before experienced. The entire lake coast presented a most melancholy appearance, and between Erie and Buffalo was literally strewn with wrecks, some twenty-five vessels going ashore with serious damage to cargo and hull, among them the schooners Agnes Barton, Toledo, Hiram, Sandusky, and Ralph Granger, with others belonging to Lake Ontario.

The steamer New England, Captain Burnett, went ashore, seven miles below Fairport. She had on board 1,500 bbls. of flour and several tons of butter, of which she threw overboard 500 bbls. of flour and 6 tons of butter. There was eight feet of water in her hold. She was finally released with total damages of $10,000.

The schooner Toledo, 130 tons burden, Captain Scoville, went ashore one mile below Fairport; broke in two, and became a total loss. Her cargo consisted of dry goods, worth $150,000, of which a greater portion were saved, though badly damaged. The Toledo was owned by Russel & Hawes, of Buffalo, and cost $15,000.

The schooner Benjamin Barton went ashore one mile below Conneaut, with a full cargo of merchandise for Chicago. She was of 115 tons burden, and commanded by Captain Augusta Keeler. She was a total loss, but most of her cargo was saved. The vessel was owned by Moore & Co., of Detroit.

The brig Virginia, 115 tons, Captain Douglass, went ashore near Madison dock, laden with merchandise, nearly all of which was damaged. Damages upward of $25,000. She was owned by Atwater & Ruden and the captain. The vessel was finally released.

The schooner Ralph Granger, 90 tons burden, Captain D. H. Green, went ashore two miles below Fairport. Was got off with slight damage. She was owned by Phelps & Co., Fairport.

The schooner Hiram, 60 tons burden, Captain McKinty, was beached between Madison dock and Ashtabula.

The schooner Lodi, 50 tons burden, owned by Oliver Newberry, of Detroit, went ashore in the same locality, full of water, but finally got afloat.

Schooner Cleveland, of Lake Ontario, went ashore near Ashtabula.

Schooner Sandusky, 110 tons, Captain Davidson, ashore near Erie, was got off. She was owned by Joy & Webster, of Buffalo.

Schooner Colonel Benton, cargo of dry goods, ashore at Dunkirk, was rescued without serious damage to vessel or cargo.

Schooner Eagle, Captain Davidson, ashore five miles below Erie, with no cargo, and became a total loss. The vessel was owned by the captain.

The schooner Lady of the Lake, Captain Shephard, of Vermillion, O., went ashore near Buffalo, and went to pieces. She had a partial cargo of wheat and flour. She was owned by the captain who, upon finding at Erie that she was leaking, transferred 1,500 bushels of wheat and 40 bbls. of flour to another vessel, which was so much saved from the wreck. She was an old vessel and uninsured.

The brig Manhattan, at that period the noblest craft on western waters, laden with merchandise, was beached near Point Abino, and became a total loss. She was bound for Chicago, sailed by Captain John Stewart, and owned by O. Newberry, of Detroit. She was a full rigged brig of splendid finish and design. The greater portion of her cargo was ruined.

The full rigged ship Julia Palmer was, in 1838, commanded by Captain E. C. Gardner, freighting between Buffalo and Chicago, with a liberal patronage of emigrants.

The brig Illinois, Captain Peter Barks, traded on the same route.

Gillett & Desnoyers were in the forwarding business at Detroit, also Strong, McReynolds & Co., and Gray, Gallagher & Co. L. Goodell was sheriff and A. H. Stowell deputy sheriff.

The fine steamer Sir Robert Peels, a comparatively new boat, of 350 tons burden, was burned by Canadian insurgents on Lake Ontario.

The steamers Queen Victoria, Gore, and Experiment were also plying in those days on the Canada side of Lake Ontario, with others already enumerated. On the American side of Lake Ontario, in 1838, the steamer Express, built at Pultneyville, of 150 tons burden, was commissioned. Captain H. N. Throop was part owner and first master. She was broken up in 1850. There were other steamers plying on that shore which have already been enumerated.

This, in a somewhat crude state, brings us down to 1839, during which season the principal steamers plying, were arranged as follows:

Anthony Wayne, 300 tons, Captain Amos Pratt.
Great Western, 780 tons, Captain A. Walker.
Buffalo, 613 tons, Captain Levi Allen.
Michigan, 472 tons, Captain Arch Allen.
O. Newberry, 170 tons, Captain J. T. Pheatt.
Sandusky, 377 tons, Captain G. W. Floyd.
New England, 416 tons, Captain Charles Burnett.
James Madison, 630 tons, Captain John McFadden.
Vermillion, 385 tons, Captain John Shook.
Chesapeake, 412 tons, Captain D. Howe.
Erie (new) 497 tons, Captain T. J. Titus.
D. W. Clinton, 443 tons, Captain A. H. Squier.
Robert Fulton, 368 tons, Captain Robert Hart.
Lexington, 868 tons, Captain F. N. Jones.
Constitution, 443 tons, Captain W. W. Brown.
Cleveland, 580 tons, Captain A. E. Hart.
Thomas Jefferson, 428 tons, Captain Thos. Wilkins.
New York, 325 tons, Captain O. Shephard.
Wm. Porter, 342 tons, Captain Walter Norton.
Wisconsin, 700 tons, Captain H. Randall
Illinois, 720 tons, Captain C. Blake.
Rochester, 472 tons, Captain Easterbrook,

with several others of lesser note. This season was more than usually conspicuous for being the first combination line between Buffalo and Chicago. During the season there was considerable rivalry existing in regard to speed, and not unfrequently when, perchance, in company, a high pressure of steam was carried. The steamer Cleveland laid claim to be the fastest, without the necessity of racing, which was inserted in her bills. She claimed to make the run between Cleveland and Buffalo in 14 hours, and from Detroit to Buffalo on one occasion, with a fair freight and one hundred passengers in 21 hours and 38 minutes, the distance, 300 miles. Not long after this, however, the steamer Buffalo, Captain Levi Allen, performed the distance between Detroit and Buffalo in 19 hours, and carried the broom the remainder of the season so far as any tests were made.

The old barkentine Detroit, captured by Commodore Perry, in the memorable engagement of 1813, but later on converted into a merchant craft for service on the lakes, was condemned at Buffalo as unfit for further wear. The condemnation occurred on the 26th anniversary of that day, which was a curious coincidence. She was one of the British squadron, and lay sunk for many years in Erie Bay.

Business on the Erie canal was unusually active, emigrants and merchandise arriving hourly at Buffalo, and creating quite a stir among the lake craft.

The steamer Michigan, which up to this time had been propelled by two low pressure engines, had one of her engines taken out and was run by only one, making slower time.

The Chicago market ruled as follows: Beef, $3.50 to $4.00 per bbl.; pork, $5.00 to $6 00 per bbl., butter, 18c. to 20c. per lb.; cheese, 6c. to 10c. per lb.; flour, $4.00 to $5.00 per bbl.; wheat, 50c. to 75c. per bu.; corn, 40c. to 44c. per bu.; oats, 18c. to 25c. per bu.; apples, $2.00 to $6.00 per bbl.; potatoes, 18c. to 25c. per bu.; salt, $2.75 to $3.00 per bbl.; wood, $3.00 to $4.00 per cord; charcoal, 10c. to 12c. per bu.; chickens, $1.00 to $1.50 per doz.; eggs, 12½c to 15c. per doz.

The first boat through the Erie canal to Buffalo with merchandise that season was the Citizen, Captain A. Holcomb, of the American Transportation Company, Atwater & Ruden, agents, with goods for Kinne, Peabody & Co., Walbridge & Hayden, and O. Terry.

On the evening of October 11, while the steamboat DeWitt Clinton was lying too off Milwaukee, on her passage down, a tremendous gale swept over the lake, and while waiting for her small boat which had been sent ashore for passengers, an accident occurred which resulted in the drowning of the following persons: Lyman Randall clerk of the boat; William Vosburg, steward; George Brown, mate, and Mr. Johnson, general agent of the Norwegian emigrants, who was a passenger on board. Captain A. H. Squier, of the steamer, and three other gentlemen in addition to those above named, were in the small boat at the time she was capsized, but were miraculously rescued from a watery grave.

Regarding the carrying capacity of sail vessels in 1839, the following shipments were made at Michigan City in the course of one week: Schooner Huron, Captain John Kline, 4,746 bushels of wheat; schooner Marengo, Captain W. W. Allen, 2,100 bushels of corn; brig Neptune, Captain John Sims, 250 bbls. of flour, and 7,500 bus. oats; brig Queen Charlotte, Captain C. Whitmore, 1,420 bus. wheat; schooner Detroit, Captain R. Cochran, 3,386 bus. wheat; schooner Western Trader, Captain H. McHarry, 750 bus. oats, 175 bbls. pork; schooner Savannah, Captain Owens, 3,400 bus. corn; brig John Kinzie, Captain John Thompson, 3,800 bus. corn, 2,000 bbls. bacon, 100 bbls. pork; schooner Missouri, Captain Dunham, 3,600 bus. wheat.

The tolls on the Erie canal for the first week in May, 1839, were $75,432.

The shipments from St. Joseph up to September, 1, were 20,333 bbls. flour, 79,733 bus. wheat, 898 bbls. pork, 671 bbls. whisky, 21,384 lbs. bacon, 4,874 bus. corn, 4,005 bus. oats, 116 tons pig iron and castings, 534 green hides, besides large quantities of furniture, provisions, etc., belonging to emigrants in the West.

RESULT OF AN EXCURSION.

COLUMBUS, KY., July 13.

To the Editor of the Marine Record.

As an excursion was determined upon to be made by a steamer from Cairo to this point, which, by the way, is directly opposite the town of Belmont, famous for having been the scene of one of the earlier military engagements of General Grant, I concluded to be one of the party, and accordingly I engaged passage. The excursion was gotten up on the 4th for the purpose of participating in the loyal celebration at Columbus. Several steamboat men were of the party, and we visited Bill Jones', Tom Burns', and Jack Oxfords', before embarking on the boat, beside holding several consultations with the barkeeper on the boat—the Andrew Ritter—during the run of twenty-five miles to Columbus.

The picnic grounds were some two miles from the wharf, and where our party, after several delays, arrived, only to find that the fame of "The Second Engineer" had preceded him, as being the talented correspondent of the RECORD. The Hon. John Flatfoot was to have been the speaker, but having failed, a gentleman of local fame mounted the stump and said: "Ladies and gentlemen, we have in our midst a gentleman of rare literary attainments, whose fame has crossed the seas, and who will fill the vacancy caused by the non-appearance of Mr. Flatfoot. I take pleasure in introducing a gentleman known in the intellectual world as 'The Second Engineer,' who will address you on the events of this great day, and he will pay just and eloquent tribute to the hero of the revolution."

My last recollection was taking a snifter from Henry Tully's flask, for when I awoke I was in jail, along with eight others, and here I am still, awaiting the result of a trial which will come off to-day at 10 o'clock.

The journal publishing the events of the day, says: "Our citizens were greatly amused yesterday by the speech of a crazy fellow who claims to be a newspaper man, and who goes about under the nonsensical nom de plume of 'The Second Engineer.' Some way he gained access to the speaker's stand and harangued the audience in the following grotesque style, when a party made a rush for the platform, snatched the speaker down, and would no doubt have done him physical injury had not some gentlemen interfered and had the entire party arrested and lodged in jail, where they are at present, under charge of having disturbed the peace. A brief extract of the address runs as follows:

"Ladies and gentlemen: I am proud to be able to contribute to your pleasure on this memorial day, and describe, in my humble way, some of the events that occurred nearly a hundred and fifty years ago; events made doubly sacred to you, ending as they did by the famous battle of Belmont, in 1487, when General Grant, standing upon yon gilded dome, fired a charge of grape across this mighty river, knocking the 'Iron Mountain depot' into atoms. That wonderful feat of military engineering terminated the war of 1812, and caused the sudden downfall of Mr. Gladstone's government.

"As I turn my eye toward the once sanguinary shore, now clothed in the green mantle of nature, I see in the sacred realms of imagination, that same loyal army, not as you saw them then, their bright arms glittering in the sunlight, not in the stern attitude of war, but, obedient to a divine command, they arise immortal from the tomb, and waving their ethereal banner on high shout, with angelic voices, the gladdening assurance of peace and universal brotherhood on earth.

"That city opposite is endeared to you from other, though less patriotic memories, for it was there John A. Logan, after being defeated for Vice President, knocked the Czar of Russia out in three rounds. There Carter Harrison captured the cow-boys of Virginia, and there the Duke of Wellington married Helen of Troy, while the Marquis of Salisbury danced his famous hornpipe to the tune of 'Home, Sweet Home,' as played by Susan B. Anthony. This, of all days of the year, excites my admiration, though I cannot express admiration for this one-hoss town, for there is not a drop of good whisky in the place nor"——

The speech ended abruptly here, by mob violence, as before stated. Mr. Editor, you see how I am fixed. I see nothing wrong in that address; do you?

THE SECOND ENGINEER.

LAKE CARRIERS' ASSOCIATION.

The following address has been issued by the Lake Carriers Association, defining the purposes of its organization and its mode of action.

BUFFALO N. Y, June 30, 1885.

The Lake Carriers' Association has been organized, as explained in its constitution, "to consider and take action upon all general questions relating to the navigation and carrying business of the great lakes and the waters tributary thereto, with the intent to improve the character of the service rendered to the public, to protect the common interests of lake carriers, and promote the general welfare." The first meeting of the Association was held at Buffalo, May 21, 1885, on which date the undersigned managers were elected, with power to increase their number, in the manner provided by the constitution, to not exceeding twenty-one.

The need of such an Association will be generally admitted. The lake carriers represent important interests on which the commercial and industrial progress of the country is largely dependent; but, owing to lack of organization, their position and influence have not been properly recognized. It is the desire of the Lake Carriers' Association to concentrate this influence, so that it may be used effectively in encouraging and directing proper legislation and appropriations by the national Government in the interest of lake navigation, and in watching and opposing such improper or harmful legislation as is annually brought forward. The Association will be in position, also, to exercise an important influence in securing efficient supervising inspectors of steam vessels, and in protecting lake carriers from the selfish designs of owners of patented appliances sought to be forced upon them.

Associations of this character exist in the Trans-Atlantic trade, and the ocean coastwise trade, and they have had a very important influence in systematizing and perfecting the ocean carrying business, and protecting that business from harmful legislation.

All owners, or representatives of owners, of vessels engaged in the carrying trade of the great lakes are invited to join in the membership of this Association. The annual dues are so low as to be merely nominal, being a dollar a year, with a further sum of ten cents for each one hundred tons of registered tonnage; with no possibility of further assessment. The constitution provides that the members of each lake port shall form a local organization for local purposes, the chairman of each local committee to be a member of the Board of Managers of the Association.

All lake carriers are cordially invited to join in membership, and as promptly as possible.

We should like to see every vessel navigating the great lakes represented in our organization. To satisfactorily accomplish its objects, the Association should have the largest possible membership.

Forms of application for membership and all desired information with reference to the Association can be procured on application to the Secretary.

W. BULLARD,
S. D. CALDWELL,
W. P. HENRY,
FRANK PEREW,
DAVID DONALDSON,
Managers.

FRANCIS ALMY, *Secretary,*
Anchor Line Office, Buffalo, New York.

EXTRACT FROM THE CONSTITUTION.

ARTICLE I. The Association shall be known as the Lake Carriers' Association.

ART. II. Its purpose shall be to consider and take action upon all general questions relating to the navigation and carrying business of the great lakes and the waters tributary thereto, with the intent to improve the character of the service rendered to the public, to protect the common interest of lake carriers, and promote their general welfare.

ART. III. Every owner, or authorized representative of an owner, of any steam or other vessel navigating the great lakes or the waters tributary thereto, if of good character and reputation, shall be eligible for membership in the Association.

ART. IV. Each member shall pay into the treasury of the Association on May 1st of each year, one dollar, together with a further sum equivalent to ten cents each one hundred tons of registered vessel tonnage owned or represented by such member, and no member shall be liable for any further assessment or payment of any kind.

ART. V. The affairs of the Association shall be managed by a Board of not less than five nor more than twenty-one, who shall be selected by the members from their number. The first Board of Managers shall be selected at a meeting of the Association, to be held at Buffalo, May 21st, 1885, for organization, and for such other business as may come before the meeting, and they shall serve for one year and thereafter until their successors are chosen.

ART. VI. There shall be a President and four vice-presidents, all of whom shall be elected by, and must be members of the Board. The Board shall also appoint a Secretary and a Treasurer.

ART. VII. The members representing vessel tonnage registered at each port shall elect from the number a local committee to look after the local interests of the port, and the chairman of each local committee shall be a member of the Board of Managers of the Lake Carriers' Association.

ART. VIII. The Board of Managers shall determine where the principal offices of the Association shall be located, and shall prescribe rules and regulations to govern their proceedings, and the affairs of the Association.

Good time to renew your subscription.